

## ON EVE OF NOMINATION HILL "SELLS" INTEREST IN WOOLEN TRUST—CLOSE FRIENDS BUY

Exposed by Congressman Reilly, Hill, Sponsor of Schedule K, of  
Unsavory Memory, Separates Himself From Personal  
Identification With Subsidiary Branch of Trust

### MR. HILL'S EXIT FROM THE WOOLEN TRUST

On the floor of the House, Mr. Hill said, on July 10, 1912: "There is no such company (The Norwalk Mills Company). The stock had been voted AS A FREE GIFT to others at that time (early in 1912) and THE CONCERN WAS OUT OF EXISTENCE."

The Norwalk Mills Company was sold, June 15, 1912, to John P. Treadwell and Frederick A. Lockwood, of Norwalk. The price was \$80,000.

The Norwalk Woolen Mills Company was incorporated immediately with Mr. Treadwell and Lockwood as chief stockholders. The capitalization is \$100,000.

The directors and officers of the new company do not include Mr. Hill. All of the men, however, are close associates of his in the financial and social circles in Norwalk.

Mr. Hill is out of the WOOLEN trust. He doesn't have to PROVE it; he ADMITS it.

Ebenezer J. Hill, congressman from the Fourth district, has retired as a wool baron. The same unostentatiousness that marked his connections with the wool trust while he was framing wool schedules in Washington also characterized his retirement from the Norwalk Mills Company.

The Norwalk Mills Company, of which Mr. Hill was one time vice-president and until July of this year a director, has been sold and re-incorporated as The Norwalk Woolen Mills Company. Mr. Hill is not connected with the new concern, though immediate associates of his in banking and fraternal circles in Norwalk are the officers. The sale of the mills took place in July under court order, and it was almost immediately re-incorporated. Mr. Hill did not proclaim the severance of his connections with the wool trust at that time and the full story of the transaction has only been made known through an investigation of the records in the town clerk's office in Norwalk.

It will be remembered that early in the last session of Congress, Congressman Thomas L. Reilly of Meriden, wrote into Mr. Hill for his connections with the wool trust while he was making wool tariffs in Washington. The attack created a sensation throughout this district. Mr. Hill was silent on the charges until July 10, 1912, when he and Mr. Reilly became involved in a heated debate that nearly led to blows. In this debate, Mr. Hill, after accusing Mr. Reilly of perverting the facts in the Norwalk Mills Company case, said:

"There is no such company now and there was not when the gentleman made his speech. The stock had already been voted as a free gift to others at that time and the concern was out of existence."

The Norwalk Mills Company was sold, by W. W. Dunn, on court order.

DANCING, DANCING, DANCING, every Saturday night at Park Theatre Hall. Maloney's orchestra. G 21 b \* p o

SEWING MACHINES. Nearly new, White Sewing Machine, 1214 New Home Agency, 251 State St. G 30 a \* p o

SEWING MACHINES. Repositions and second hand machines at bargain prices. New Home Agency, 251 State St. G 30 a \* p o

SEE MARKET PAGE for big Saturday bargains.

PETER REGNERY, the well known barber has taken charge of Gus Meyers' Barber Shop at 207 State St. G 30 a \* p o

HAVE YOUR STOVE REPAIRED. Can furnish new parts for all makes, stove pipes all sizes. Agents for Howes famous ranges. Charges always reasonable. 1736 Ford St. Furniture Store, 1223 State, near Clinton. G 24 \* t f o

STERLING ALE—Equal to Bassale, 75 cents per dozen. Bottled by Carr, 96 Cannon street. Phone 14-5. G 17 \* t f o

POOL TABLES for sale or rent. 266 Seaview Ave. Phone 4113-5. G 1 \* t f o

WANTED TO BUY second hand furniture, stoves, carpets, etc. 290 State St. Phone 910-13. G 2 \* t f o

AUTOMOBILES FOR HIRE. Day or night. Phone 3293. Day or night. R 6 \* t f o 135

STOVES REPAIRED, all kind supplies, all makes, pipe, grates, bricks, etc. Charges reasonable. 1736 Ford St. Phone 1135. G 13 \* t f o

GUINOA HENS, ducks, roasting chickens, broilers, fowl, liver pudding, sausage meat, bologna, Boston & Biltz. G 15 \* 125 o

NEW YORK BOLOGNA and frankfurters, home made meat loaf, fresh daily. Peter Iron, 1736 Ford St. Ave. U 23 \* t f 5 o

AT BOMMOS & BILTZ MARKET in State St. Will have Sausage Meat every day. 118 t f o

FOR SALE AT A BARGAIN.—A first class Packard Limousine seven passenger body. Only been six months. Has all the latest improvements. Upholstered with goat skin, and blue silk lace. Pity painted Packard Blue. Cost \$1,750.00. Will sell for \$850.00. Apply to The Flynn & Doyle Co., Bantam, Conn.

## CONNECTICUT COMPANY WOULD TRANSPORT FREIGHT TRAILERS CARS THROUGH CITY STREETS

Benjamin I. Spock, Attorney  
For Trolley Monopoly, Gives  
Secret Away

### Ten Foot Centers Desired Because Tracks Will Be More Convenient to Handle Freight

Comprehensive Plans in Preparation For Elimination of Teamsters and Auto Trucks

Witness For Road Testifies That T Rails Last Longer Under Freight Cars Than Grooved Rails Do

Importance of the election of men who will serve the interests of the whole people as opposed to the corporate interests received startling emphasis from a most unexpected source, when, late yesterday, at a hearing before the Public Utilities commission, the general public was given a peep into the plans for the future of the Connecticut Co.'s vast trolley system.

That the Connecticut Co. proposes in its future to develop a great trolley trucking system, to supplant horse drawn and motor trucking, was held by the Public Utilities Commission not to grant the request of the city of Bridgeport for grooved rails in preference to "T" rails, on the very ground that the company's contemplated freight traffic would be seriously hampered if the city's wishes were granted.

The importance of this "voluntary" scheme of present day traffic plan, in the eyes of the commission, was brought out at the hearing yesterday, to show that teamsters, people living along the lines of traffic as well as the contemplated trolley lines, and the electors in general have a vital interest in the development of the plan.

First to impart the information of the Connecticut Co.'s plans was R. A. Cairns, the city engineer of Waterbury, who was called upon by the company and speaking in behalf of the "T" rail as opposed to the grooved rail. He said that the day was not far distant when the street railway tracks would take on a new character, and that the grooved rail is now done in other vehicles.

He explained that the "T" rail, in his opinion was the better for tonnage than the grooved rail, when called on for heavy traffic had a great advantage. Cairns said that the city of Waterbury had given this phase of the hearing when Attorney B. I. Spock, summing up for the city, had no reason to believe that the municipalities would soon see the advantage of having this trucking or cartage done over the tracks in trolley cars rather than have this class of traffic on the rest of the street. The only thing in the way of this system.

FOR SALE—2 family house, Beach St. up to date, fine neighborhood. Watson, 83 Fairfield Ave. A \* p

FOR SALE—8 family house, Laurel Ave. and Norman St. Watson, 83 Fairfield Ave. A \* p

FOR RENT—Desk room in central office, 6 rooms, Beechwood Ave., near Wood Ave. 6 rooms, 108 223 Vine street. Inquire 187 p o quonness St. H 1 b o

TO RENT—Several new rents, 4 to 5 rooms, \$9 to \$15. W. H. Nichols, 2985 Fairfield Ave. H 1 b o

TO RENT—621 South Ave., 5 room 1/2 house, all improvements, \$13. The Bridgeport Land & Title Co. A \* p

TO RENT—48 Denver Ave., 4 room flat, 1st floor, with gas, \$12.50. The Bridgeport Land & Title Co. A \* p

TO RENT—164 William St., 5 room flat, 1st floor, all improvements, \$18. The Bridgeport Land & Title Co. A \* p

TO RENT—54 Golden Hill St., store, \$40. The Bridgeport Land & Title Co. A \* p

WANTED.—A good cook, also chamber maid. References required. Apply to Mrs. Arthur Wheeler, Academy Hill, Stratford. H 1 b o

FURNITURE! New and slightly used furniture. Call on Credit Auction House, 171 John St. C \* a

PIANO BARGAINS! A new lot of 100 pianos just arrived and they are beautiful. 10 years' guarantee with each instrument. And just this price \$200.00. Contents: Reasonable amount down balance monthly. Elwood's Cash or Credit Auction House, 171 John St. A \* a

VISIT the Cash or Credit Auction House on John St. If you want bargains in pianos, rugs, linoleum, oil cloths, bedding, furniture, lace curtains, etc. Auction prices prevail at private sale. Elwood's Cash or Credit Auction House, 171 John St. A \* a

SPECIAL RUG BARGAINS! Only a few 9 x 12 Empire velvet rugs left at \$13.75. Small amount down, balance weekly. Elwood's Cash or Credit Auction House, 171 John St. A \* a

SPECIAL LINOLEUM BARGAINS! Handsome patterns in linoleum at 27 1/2 cents per yard. Hurry if you want your share. Elwood's Cash or Credit Auction House, 171 John St. A \* a

BED BLANKETS! We have just received a consignment of 250 pairs of new, light weight French made bed blankets. Will offer the same for sale at "auction prices" at "private sale." Elwood's Cash or Credit Auction House, 171 John St. A \* a

FOR RENT.—About Dec. 1st, beautiful new, eight room French Colonial apartment. Two baths, servants' toilet. Best of every modern convenience. New apartment features. Fine location. Garage. Enquire R. F. Perry 1188 Fairfield Ave. G 2 \* a

tem, now, he said was the education of public opinion to see the wisdom of removing the traffic from other portions of the street. Bridgeporters who learned today of the disclosure at Hartford, yesterday, saw new significance in the important and finally successful effort of the Connecticut Co. to secure a 10 foot center in such a thoroughfare as Fairfield avenue; teamsters became deeply interested, and property owners on trolley lines who have feared that a ruling permitting grooved rails over the trolley lines. In one group of interested people, hotly discussing the proposition, a lawyer gave voice to this sentiment.

"I own no property on trolley lines, but I did in the past," the Connecticut Company would pay me substantial land damages if it installed any heavy freight carrying system. The hearing in yesterday had to do with the application of the City of Bridgeport, in which the Connecticut Co. joined in the very early decision, for a ruling on the question of the style of rail to be used in various Bridgeport streets.

The City's representatives at the hearing were Attorney B. I. Spock, Thomas M. Cullinan, who appeared for John S. Pullman, the present city attorney, and in order to secure a ruling on the question of the style of rail to be used in various Bridgeport streets.

Mr. Spock, who is the city attorney, said that the city of Bridgeport had a long history of using grooved rails in Fairfield avenue, from Main street to Park avenue; also in the city of Bridgeport, from the railroad viaduct to the East Bridgeport on the section of track extending from Barnum avenue to William street, throughout East Washington and Noble avenue.

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years experience in running his motor car on various highways and he emphasized the great danger of traffic, and the difficulty of getting an automobile out of the "T" rail, once it gets caught in it. He told the commission he had made experiments in State street, in the tracks with "T" rails, recently, to determine how far his car would slide before he could get it out of the tracks, and he found the conditions extremely dangerous.

Even though the paving, whatever sort it may be, can be kept as the company claimed to within seven-eighths of an inch of the surface of the top of the "T" rails, he said, it would still be very difficult for the vehicles to be extricated, once they are within the rails. He found no difficulty at all in passing over the grooved rails. He concluded that he was always been of the opinion that the interests of all traffic on the highway other than that of the trolley demand the use of a grooved rail.

Alderman Walker told the commission that he had heard many drivers complaining of the difficulty they experience in getting their teams out of the tracks. Alderman Garlick's view was that the quickly worn "T" rails, recently, to determine how far his car would slide before he could get it out of the tracks, and he found the conditions extremely dangerous.

For the company Mr. Funderford said that if the first cost alone were to be considered the company would not urge the additional cost of the grooved rail as an argument against its use. He said the additional first cost, would amount to only about \$2.00 per mile, but he said that the grooved rail is not a "center bearing" rail and that it gets out of position in his own experience, last winter, when his automobile, caught between the "T" rails, could not be extricated. He was forced to back the car up, securing assistance, in order to free it from the rails.

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## BULGARIANS MADE DEFEAT OF THE TURKS SO COMPLETE AS TO SHOCK THE KAISER

Germany's Military Prestige Suffers Inasmuch as Sultan's Troops  
Have Been Trained Along German Lines, Whereas Balkan  
Soldiers Have Been Handled by French Officers

Berlin, Nov. 1.—Military men here were positively shocked, today, at the completeness of the defeat which it was reported the Turks have finally suffered in their fighting with the Bulgarians.

The Turkish army was trained on German lines and by German instructors, with the great soldier General Von Deroltz, their chief, while the Balkan states' military education has been mainly in the hands of French officers so that the outcome, in its way, is a distinct blow at German prestige.

Latest reports here were to the effect that the Turkish commanders were rallying their disorganized forces for another stand across the peninsula of Gallipoli, where the Constantinople is situated. One version is that they were forming along a line extending from Edirne, on the Sea of Marmora, to Midia, on the Black Sea. According to another account they had been driven by the Bulgarians back to the peninsula's last line of defenses, crossing a still narrower part of the peninsula, approximately from Derkos, on the Sea of Marmora, to 30 miles west of the capital.

In either case, the same outcome was expected—another Bulgarian victory, except that there probably will be two fights if the former position is being defended and only one if it is the latter.

Fighting, today's despatches said, was again in progress or perhaps has been going on uninterrupted ever since the clash at Lule Burgas began. Indeed, German experts generally believe the war with Turkey practically has been taking place since last Wednesday, when the two armies clashed at Kirk Kilisseh, as different